

Daily Edmonton Bulletin.

Vol. 1, No. 1, 1900

EDMONTON, ALBERTA, SATURDAY, SEPTEMBER 12, 1903

No. 213

TELEGRAPHIC.

REDISTRIBUTION BILL

G. T. P. BILL COMES UP NEXT WEEK

Hon. Clifford Sifton May Be Appointed High Commissioner.

(Bulletin Special Dispatch).
Ottawa, Sept. 11.—The redistribution bill made good progress this week. The opposition were not obstructing.

The Grand Trunk Pacific bill will come up for discussion next week. The opposition were not obstructing.

The Ottawa Citizen, Conservative, publishes a rumor that Lord Strathcona will resign his office of High Commissioner to be succeeded by Hon. Clifford Sifton, who will be succeeded by Watson as Minister of Interior.

WEATHER PROBS.

A storm is moving northward from Minnesota, and a heavy rain is expected in western Manitoba, and to the west nothing beyond light local showers of sleet or rain are probable. Temperatures between 20 and 38 are fairly prevalent in the Territories this morning and no indication is indicated at present.

GRAIN QUOTATIONS.

William wheat, No. 1 hard, 37 cents a bushel.
Edmonton wheat, No. 2 white, 30 1-2 cents a bushel.

AUGUST DONATIONS

The following donations were received by the Edmonton public hospital during August.

Carl Flowers, Mrs. Coult, Mrs. Bevin, Mrs. Taylor, Gertrude Edmonson, and the Misses Belcher.
Humboldt, magazines, and books; Mrs. Sutter.
Jas. Frazer, Mrs. Almon.
Fresh vegetables, Misses Belcher.
Potatoes and other vegetables, Mrs. Splan.
Lettuce, J. A. Stovel.
Magazines, Misses, Grogan and Headlock.
Rubber ice bag, Mr. Chapman, Montreal.
Sack of potatoes, Mrs. Keith, Clover Bar.
Smoked ham, Mrs. Graydon.
Dressing gown and shoulder wrap, Mrs. Braithwaite.

HOTEL ARRIVALS

Friday.
Queens.—J. Montgomery, Winnipeg; G. Hall, Regina; R. D. Tucker, Calgary; S. C. Archibald, Beaver Hills; J. Robinson, Spruce Grove; A. K. Stewart, P. R. Turner, J. C. Whitford, Fort Saskatchewan; G. D. Parker, Omaha.

Alberta.—Geo. Wilson, Winnipeg; H. Stewart, S. V. Gowski, Toronto.
Winnipeg.—J. M. Cummins, Detroit; A. McKillop, Winnipeg; C. E. Parker, Sydney, N. D.; C. L. Brooks, Nanaimo; W. E. Mass, Winnipeg; D. V. Ringer, Ottawa; Jas. H. Wilbur, Woodstock; Dr. Furell, Terre Haute, Grandview; J. H. McGuire, Chicago; H. M. Manigault, Wotaskivim.

PICNIC SPORTS

The following are the different sports and games which will be held on the exhibition grounds, on civic holiday, Tuesday, Sept. 15, the occasion being the union Sunday school picnic.

Boys' Races.
100 yards dash, open.
100 yards dash for boys under four feet six inches.
50 yards dash for boys under four feet.
Three-legged race.
Sack race.
Team race, four in team, 1-4 mile race.

Girls' Races.
100 yards dash, open.
50 yard dash for girls under four feet six inches.
Potato race.
Thread the needle, race.

Other Events.
Pat men's race.
Broad jump, open.
Broad jump, for boys under four feet six inches.
Hop, step and jump, open.
Hop step and jump, for boys under four feet six inches.
Tug-of-war.
Football, football and croquet out-gifts will be on the ground for the use of the pioneers.

Efforts are being made to arrange for a lacrosse match, Strathcona vs. Edmonton. A polo match is also being arranged for.
There will likely be a very large attendance at the grounds and indications point to a very successful picnic.

LOCAL.

Train left Red Deer on time.
A golf tournament is being played this afternoon.

The C. P. R. is building an addition to the freight sheds at Olds.
The heavy men have played together and are adopting a standard of rates.

Another store is being added to the Brickman-Ker Milling Company's elevator in Strathcona.

"The Best Flag," will be the subject of Pastor McDonald's address on Sunday evening at the Baptist church.
The Edmonton lacrosse club is anxious to get a match on with Strathcona on Tuesday next, civic holiday.

Calgary had a snow storm this morning. Snow at this season of the year looks bad, but beyond lodging grain in places, does no damage.

Saskatchewan Herald, Battleford.—The steamer on her way from Medicine Hat is reported stuck on a sand bar about 25 miles below Prince Albert.

The construction work on Revillon Freres warehouse is progressing with all possible speed. Connell and Spencer have the contract. They expect to have the brickwork completed by the 1st of November.

W. McLeod, trader near Fort Simpson on the Mackenzie river, is in Edmonton this week with the following batch of furs: 216 martens, 1 wolf, 7 otter, 1 wolverine, 21 mink, 1 fisher, 1 silver fox, 220 beaver, 208 lynx, 4 bear, and also 18 pounds of castorum. The furs and the castorum will be sold on Tuesday.

Canadian Pacific railway authorities are issuing warnings to the various towns in Alberta to get their supply of domestic coal in as soon as possible. Lethbridge, B. R. that they have filled all orders and cannot get dealers to order ahead, and are obliged to ship the output to United States points on this account.

Free Press, Sept. 9.—Mrs. Charles Nourse, manager of the Bank of Commerce at Edmonton, was a passenger for the east today.

Mr. Nourse was for the east today. When the bank opened a branch at Dawson City, Yukon, he was transferred to that place, and was subsequently appointed manager of the branch established at White Horse. Recently he was appointed to the management of the Edmonton branch.

Mr. Nourse states that Edmonton is growing rapidly, and there is every indication of the place becoming a commercial centre second only to Winnipeg in Western Canada. The Grand Trunk Pacific railway project is giving an added impetus to business and increasing confidence among the people. The company will make Edmonton the base of extensive operations to be carried on next year.

EXCELLENT GRAINS

Some exceedingly fine samples of grains and grasses grown in the immediate vicinity of Edmonton are on exhibition in Crafts and Lee's real estate office. Large sheaves of almost perfect oats, six feet in height, and of this year's gathering, form perhaps the most striking exhibits. The heads are very large, the oats being plump and well filled and the straw is particularly fine. These oats were cut on Mr. John Lee's farm about three miles east of Edmonton. Several magnificent and uniform sheaves of wheat, five feet six inches long, were picked on the farm now being worked by J. D. Smith, about two miles east of Edmonton. As everyone knows, Kentucky blue grass in the western states scarcely ever grows over two feet in height. It remains green all winter and western American farmers in selecting land look for this blue grass as a minor looks for gold. Crafts and Lee have samples picked in the district immediately surrounding Edmonton that they claim cannot be equalled in any section of America outside of Alberta. Quite a large sheaf is four feet high, another sheaf five feet high, and a smaller one is within an inch of six feet in height. There is an abundance of this grass of these heights growing where the samples were picked. The grass is a native of Alberta and grows more luxuriantly than in the state from which it gets its name. Magnificent samples of red clover, flax, timothy, and numerous grasses are shown, all of which are a splendid testimonial to the productiveness of the soil of northern Alberta and particularly the Edmonton district.

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J. T. BLOWEY.
EDMONTON STRATHCONA.

RAISE IN COAL

Edmonton Coal Dealers Will Likely Raise the Price.

A meeting will be held in Mays & Wylie's office this afternoon by the various coal miners around Edmonton with the object of raising the price of coal. The present price is \$3.50 per ton. Of this \$3.50 the freighter gets \$1.75 for hauling it from the mine to the town. The coal dealers claim that the freighters are demanding \$2.40 for hauling the coal. The price will likely be raised to at least four dollars a ton.

PERSONAL.

C. Pardee, manager of the Edmonton branch of the Bank of Montreal arrived in Edmonton last night.

R. A. F. McDonald, who has been spending the past couple of months in Ledge, leaves in a couple of days to resume his studies at Toronto University.

DEATHS.—At Edmonton, on Thursday, September 10th, the infant child of Mrs. and Mrs. E. C. Emery.

The funeral took place yesterday to the Edmonton cemetery.

LAW.—At Stony Plain, on Tuesday, September 8th, Samuel Law, aged 66 years.

The funeral took place yesterday to the Edmonton cemetery.

NEW ADVERTISEMENTS

WANTED.

By resident of Edmonton, apartments for photo studio. Apply to C. M. Tait, Post Office Box 419. 6-213-11

APPLICATIONS

For the position of caretaker of the Presbyterian church will be required until Wednesday, September 16th. Address applications to J. Whitfield, 6-212-215-c

NOTICE.

A chainless bicycle was left in the Grand Central hotel about a week ago. Owner is requested to prove property, pay expenses and remove. 6-213-211-s-w-91-c

THE

FAX Concert Company

JAS. FAX.

America's Greatest Costume Comedian and Character Vocalist.

ETHEL SCHOFIELD, Entertainer and characteristic Dancer.

BELLA FAX.

Soprano.
Toronto Globe, July 4.—A pleasant variation and a most happy feature of the program was the monologue by Miss Ethel Schofield, introducing various dances, which were performed in a manner which was grace and beauty itself.

Ottawa Citizen.—Miss Bella Fax made a most favorable impression upon her first appearance here. Her voice is one of wide range; she sings with rare sympathy and charm.

Toronto Globe.—Mr. James Fax, as usual, was irresistibly comical, and carried the audience by storm. He is the prince of public entertainers.

Opera House, Sept. 15th

Plan opens to non-subscribers on and after the 11th at Archibald's drug store.

Worth Looking Into

Two Lots on 9th St. H. B. facing East at \$325 each.

Two beautiful Lots in Block 5, H. B. for \$900.

Three 50 foot Lots on 1st street for \$1,000.

Lot on Elizabeth street, \$1,000.

Lots in Every Part of the City.

House with 14 rooms, \$4,000.

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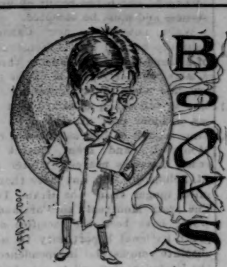
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LOANS closed and money advanced without delay at the Edmonton office.

MORTGAGES, Bonds and Debentures purchased.

ACTS AS Administrators, Guardians, Executors, Trustees.

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Our Fall Stock of Men's, Boys' and Youths' clothing.

Following will be found a few of our LEADERS.

\$8.00 will buy a heavy double breasted serge, just the thing for fall wear.

\$10.00 will buy single breasted navy serge, good weight, a dandy.

\$9.50 buys a good tweed suit, very serviceable, latest stripe pattern.

\$15.00 buys the BEST SUIT IN TOWN, a good black French Worsted, well made and guaranteed not to fade.

\$15.00 will buy a No. 1, clay washed, superior finish.

Also a full line of Boy's and youth's clothing from \$2.75 per suit.

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SATURDAY, SEPTEMBER 12TH '03

FROM OTTAWA

Bulletin Correspondence.

Although each member of the opposition who has spoken takes a different view of the Grand Trunk Pacific proposals, the point upon which they seem to be most united is that had the proposed railway started from North Bay the proposition would have been justifiable if not commendable. Mr. Borden's alternative proposal has much the same idea. The strongest statements that have been made against the scheme have been directed against that part extending from Lake Temiskaming to Quebec, and from Quebec to Montreal and St. John. As this portion of the road, some 700 miles in length, is being made a special object of attack, it may be well to discuss its usefulness as forming a necessary part of the whole government scheme.

It is quite evident that the strength of the position of those who argue that the line should have started from North Bay, is that by building from that point and not from a point further east the carrying trade from Western Canada would be directed to the port of Montreal rather than to the port of Quebec. Montreal is a great city, the centre of a populous and important part of the country. It is the commercial capital, not only of Quebec, but of Ontario and Quebec, and indeed of all Eastern Canada. It is natural that the great interests centered in Montreal should look with favor upon any proposition tending to still further aggrandize their commercial supremacy, and with disfavor upon any proposition which would tend rather to the commercial advantage of other ports. The opposition are strong in sectional interest when they advocate the building from North Bay and are probably more in accord with the interests and wishes of the Grand Trunk Railway company, which has such large interests centered in Montreal, and in its winter port of Portland.

It is also evident that if the government has seen fit to ignore the natural desire of the railway company with whom it is dealing and the selfish interests of such an important port and its geographical situation is a potent national reason for doing so. There is very little doubt that an important cause of the government building and owning the line between Montreal and Winnipeg was that the Grand Trunk company would not assume the building of what was called the Quebec end of the road, and the government would not aid the scheme unless the road were built to Quebec and on through the Maritime provinces to Canada's winter ocean ports.

While Montreal is naturally a summer port for all of Canada west of the Ottawa river, it is not a winter port and its geographical situation is such that with Montreal as Canada's great summer port, Portland, in the state of Maine, is its, and therefore, Western Canada's logical winter port. If the proposition to build only from North Bay had been adopted, while the importance of Montreal would have been increased, that of Portland would also have been proportionately increased; and Canada would have been still further compelled to remain in a position of dependence upon a winter outlet through the United States.

What is true in regard to the Grand Trunk is equally true regarding the C. P. R. While Montreal is the great summer port of the C. P. R., and while that railway company has nominally a Canadian winter port at St. John, N.B., Boston is really as much the winter port for the Canadian and United States business of the C. P. R. as Portland is for the Canadian and United States business of the Grand Trunk company. It is not because Canada cannot reach her own winter ports, but because Canadian trade is so centered at the present time as to make United States winter ports much more advantageous, and thereby Canada is kept dependent upon the good will of the United States for carrying on its trade with the rightful claims of our own ports ignored. As far as the present railway systems of the country centered

in Montreal are concerned, geographical considerations control the course of trade, and so long as political conditions as between the two countries do not interfere, Canadian trade follows its natural outlet through the United States. The position is unfortunate, but is the result of circumstances and must be accepted.

When, however, a new Canada is being opened up by the construction of a transcontinental railway through a more northerly portion of the country, and when by straightening that line it can reach Canada's best deep sea summer port at Quebec by the same length of line as it could reach Montreal, and from Quebec can reach Canada's nearest winter port, St. John, by a line not more than 100 miles longer than the Grand Trunk line from Montreal to Portland; it would have been the sacrifice of a great national opportunity to secure absolute commercial independence of the United States and to give to Canada's winter ports their rightful share of Canadian trade, if the route from North Bay had been accepted or adopted in place of that by way of Quebec. The government's proposition does not at all involve interference in the slightest degree with the course of existing trade which now centres at Montreal, Portland and Boston. It distinctly contemplates, and indeed provides for, connection to and from Montreal, which will give that port the most equal footing in securing its share of the new trade resulting from the construction of the transcontinental railway; but it provides that such part of the newly created trade as requires to reach the sea can do so at Canadian ports on equal terms with that part of the trade going to United States Ports. The distances being practically the same, there is no reason why the rates from St. John and Quebec to Winnipeg should not be the same as they now are from Boston, Portland and Montreal to Winnipeg, or from Winnipeg to these ports; and to make assurance doubly sure, the Grand Trunk agreement provides that the rates to be charged over the railway to Canadian ports are in no case to be greater than those charged to United States ports. This is surely a national policy that should appeal to all loyal Canadians as well as to all business men.

If Canada is to perpetually use her resources and her trade to build up a rival nation, she is handicapped in the race, as she has been up to the present time. But when under the new policy Canada's resources are being economically used to build up her own trade and her own ports, she then stands on an equal footing with her rival and if she cannot hold her place it is her own fault. The actual distance from Winnipeg to Montreal by C. P. R. is 1424 miles, Quebec is some 75 miles further north than Montreal and is 162 miles distant by the Intercolonial railway. As the G. T. P. line from Winnipeg will come from a northwesterly direction to Quebec and will be much straighter than the C. P. R. line to Montreal, it is safe to say that the length of the Grand Trunk Pacific from Winnipeg to Quebec will not be as great as that of the C. P. R. to Montreal. It may safely be placed at no more than 1,400 miles. In that case traffic to and from Winnipeg by way of Quebec would save at least 162 miles distance as compared with the route by way of Montreal. The distance from Quebec to St. John by the Intercolonial is 578 miles. There is now a shorter railway route between Quebec and St. John made up of the Intercolonial, the Temiscouata railway and a branch of the C. P. R. The total distance by this existing short route between Quebec and St. John is 425 miles, a saving as against the Intercolonial of 153 miles. It is safe to say that a line specially surveyed between these two points with a view to securing the shortest line would bring the distance within 400 miles, a saving of 178 miles over the present Intercolonial distance; and making the total distance from Winnipeg to St. John 1,800 miles, as against 2,164 miles by the present C. P. R. and I. C. R., a saving of 364 miles in favor of Canadian winter ports by the government proposition as against the original proposal to build from North Bay, and as against the proposal to purchase the existing C. P. R. and Canada Atlantic.

Continued on Third Page.

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Men's Suits at all prices and many different varieties.

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Every Day that passes sees our new stock growing smaller.

We have the very Latest Styles and Newest Cloths in all our garments.

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STYLE is a Noticeable Feature in Our Skirts.

No more attractive Skirts have appeared on the market this season than we are now showing. The latest idea in plain and fancy cloths, beautifully made up.

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Our Skirts at \$3.00, \$3.50, \$4.00, \$4.50, \$5.00, \$6.00, \$6.50 and \$7.00 will compare favorably with Skirts at similar prices from any store in Canada.

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For Ladies and Children.

You will see neither the most attractive garments nor the best values unless you can inspect our stock.

Cultivate That Well-Dressed Feeling by Buying SKIRTS and JACKETS at the

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Bleached Damask Table Cover with Napkins to match.
Huckaback Towels, hemmed or fringed, bleached or unbleached
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Circular Pillow Cotton and Shootings in plain or twill.

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An Endless Variety at Popular Prices.

YOUR INSPECTION IS INVITED.

REVILLON FRERES.

FROM OTTAWA

Continued From Second Page.
A great deal of opposition argument has been expended in the effort to prove that the Grand Trunk Pacific will not be able to handle through traffic, and that all such traffic must go by way of the lakes. While it is quite true that for grain and other heavy articles the lake route is cheaper than all rail, it is also true that the lake route is shut up during half the year while the requirements of trade continue the year round. There is trade to be done between Eastern and Western Canada, and between Western Canada and Europe all the year round, in winter as well as summer. If it were not so of what use are the great terminal facilities secured by the Grand Trunk at Portland and by the C. P. R. at Boston. If these are not to accommodate the winter traffic, for what purpose do they exist? Both railways can ship more economically from Montreal in summer than they can from Boston and Portland. Their connection with those ports and the facilities which they have provided or secured are sufficient evidence as to the importance of the all rail trade from Atlantic ports to Western Canada, and of the importance of providing a line over which it shall be commercially possible to handle at least the western trade to be created by the new railway through Canadian ports.

This object is secured by taking the shortest line between Winnipeg and Quebec, and thence to St. John. It would not and could not be secured by bringing the trade down to Montreal, thereby placing the Canadian route of 740 miles in competition with the present Grand Trunk route of 397 miles to Portland, or the route of 341 miles to Boston. The present C. P. R. short line from Montreal to St. John is 481 miles in length; nearly 200 miles longer than the Grand Trunk to Portland, and 142 miles longer than the C. P. R. to Boston. And therefore because of greater distance, and still more because of the heavy grades, is not in a position to compete with the routes to the United States ports. By the Government line St. John will be as near Winnipeg as Boston is by the C. P. R. and Grand Trunk. Instead of St. John being the poor relation of Portland and Boston, as it now is, it may very well be expected to compete with either or both under the new conditions, to the very great material advantage of Canada as a whole.

August 28th, 1903.

CAPTAIN ROSE'S PLANS

Prince Albert Advocate.
Mr. H. H. Ross, of Medicine Hat, who built a steamboat there this spring, with the intention of floating down the South Branch and up the North Saskatchewan to Edmonton to locate, was in town last week, and as a result has somewhat changed his plans. He is sending his boat, loaded with goods, down to Cumberland House, and in looking over the prospects here, and from conversations had with prominent citizens, has arrived at the conclusion that Prince Albert is the place for him. Accordingly he has decided to build and operate two boats from this point next season, and as a starter has wired for the machinery for one to be shipped to the order of Mr. J. H. Wilson, who will have it delivered at Wm. Cowan & Co.'s lumber yards, where the hull will be built during the winter.

Prince Albert will yet be an important shipping centre.

WETASKIWIN

Times, September 10th.
C. J. Soule, architect, of Edmonton, was in town last week. He designed the new Driard hotel, and was down submitting his plans.
Chas. McManus opened a boot and shoe store in Edmonton on the 10th inst. As Charlie is a steady young man who thoroughly understands his business, we bespeak for him unbounded success.
The Alberta Baptist Association meets in the Wetaskiwin Baptist church on Wednesday and Thursday, 16th and 17th inst. A feature of the Thursday afternoon session will be the ordination of Pastor G. C. Lamont, of the Wetaskiwin church.

Are You Building?

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FIRE, WATER, WIND

and VERMIN proof.
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No more cracks, no more vermin, no more falling plaster.

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